

**CALIFORNIA
DEPARTMENT
OF BOATING
AND WATERWAYS**

**THE RESOURCES AGENCY
JULY 1, 2002-JUNE 30, 2004**

24TH BIENNIAL REPORT

FROM THE DIRECTOR'S DESK



I am pleased to present the 24th Biennial Report of the California Department of Boating and Waterways. For 48 years, this Department has worked to provide safe and convenient public access to California's waterways and leadership in promoting the public's right to safe, enjoyable, and environmentally sound recreational boating.

California is blessed with some of the most beautiful recreational boating resources in the world. More than 250 waterways are enjoyed by millions of residents and visitors year-round. Our thriving boating community contributes \$1.6 billion to state and local taxes and supports 284,000 jobs.

With so many boaters on the waterways, our first concern is ensuring that they are as safe as possible. Throughout this biennium, we've worked to deliver a comprehensive boating safety message to every Californian with opportunities for self-guided or hands-on boating safety courses. We also trained boating safety officers and distributed \$8 million in grants to local law enforcement agencies that enforce boating laws on the waterways within their jurisdictions.

Cal Boating has focused on using boater fuel taxes judiciously for the greatest benefit by carefully selecting boating infrastructure projects where the greatest need exists. We also saw the explosive growth of paddle sports and funded put-in and take-out sites in our program to support this growth.

In addition to facility needs, we have been addressing environmental issues that threaten recreation, agriculture and waterway management. We are actively working toward short-term and long-term solutions to invasive species, beach erosion, and marine pollution by providing funds and also by educating boaters and marina operators about environmentally sound boating practices.

To find out more about the ways that Cal Boating is working for you, visit our Website at www.dbw.ca.gov.

Sincerely,

Raynor Tsuneyoshi
Director

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HISTORY

1957

Small Craft Harbor Law creates the Small Craft Harbors Commission (SCHC) and the Division of Small Craft Harbors (DSCH).

1964

Boat registration is supported by registration revenues paid into the Harbors and Watercraft Revolving Fund.

1958

The Federal Boating Act provides for the registration of most undocumented vessels by the State instead of the U.S. Coast Guard. DSCH makes the first small craft harbor loan, to Marina del Rey.

1966

The DSCH becomes the Department of Harbors and Watercraft (DH&W), and the SCHC becomes the Harbors and Watercraft Commission.

1959

Under the authority of the Federal Boating Act, the California Legislature adds Chapter 5 to Division 3 of the Harbors and Navigation Code, establishing a comprehensive set of laws governing the equipment and operation of recreational vessels on all waters of the State. A system of reporting boating accidents is also initiated.

1968

The Department is made responsible for issuing yacht and ship broker licenses as well as a comprehensive program to oversee the activities of brokers and salespersons.

1960

DSCH makes the first boat launching facility construction grants, for Eagle and Mono lakes.

1969

The Governor's Reorganization Plan No. 2 of 1969 changes the name of DH&W to the Department of Navigation and Ocean Development (DNOD), which acquires the responsibilities of the Department of Parks and Recreation and the Office of Architecture and Construction related to the planning and design of boating facilities. The coastal beach erosion control functions of the Department of Water Resources are also transferred to DNOD. Boat registration functions are transferred back to DMV to take advantage of its automated services and field offices. Based on studies indicating a wide disparity in the quality of local boating law enforcement programs due to the lack of funding, a State law creates the law enforcement subvention program.

1961

The State Legislature transfers boat registration from the Department of Motor Vehicles (DMV) to the DSCH.

1962

Boat registration is supported by registration revenues paid into the General Fund.

1974

The Legislature authorizes the California Recreational Trails Act, designating responsibility for the Boating Trails aspect of the Act to the Department.

1979

To better reflect the Department's mission, on January 1, the Legislature changes DNOD's name to the Department of Boating and Waterways, and the Commission's name to the Boating and Waterways Commission.

1982

The Legislature gives the Department the authority to control water hyacinth in the Sacramento-San Joaquin Delta.

1983

The Aquatic Safety Education Program for grades K-12 is created by legislation.

1985

The Legislature authorizes the Department's Private Recreational Marina Loan Program.

1988

The Department, which has become popularly known as Cal Boating in the 1980's, changes its logo to better reflect the varied statewide programs of the Department.

1996

The Legislature gives the Department the authority to control *Egeria densa* in the Sacramento-San Joaquin Delta (effective January 1, 1997.)

1997

The Legislature authorizes the Department's Abandoned Watercraft Abatement Program.

1999

After 20 years at 1629 S Street, the Department moves its Sacramento office to 2000 Evergreen Street.

2001

After securing newly required federal permits, the *Egeria densa* program begins operations.

A total of \$10 million from the General Fund is provided for coastal sand renourishment projects and studies.

FUNDING

Boaters' gasoline taxes and the repayment of loan principal and interest are the primary sources of revenue for Cal Boating. The Department also receives funds from boat registration fees as well as varying amounts from federal sources such as the Wallop-Breaux Trust Fund and Water Conservation Fund.

The Budget Act of 1957 provided \$5 million from the California Water Fund to make loans to local government jurisdictions for the construction of boating facilities. The Harbor Development Bond Law of 1958 provided an additional \$10 million for the same purpose. In addition, \$750,000 per year from the Motor Vehicle Fuel Fund, derived from the gasoline taxes paid by boaters, was transferred to the Division's revolving fund to provide personnel support and to make planning loans. Payments from the Motor Vehicle Fund have increased over the years to approximately \$33.4 million annually.

Construction loans and grants from the revolving fund were authorized in 1963. In 1996, legislation was passed into law that dedicated all vessel registration fees, less administrative expenses, for the purposes of boating law enforcement grants to local agencies.

Cal Boating uses this money to provide facilities for boaters. Over the years, the Department has funded:

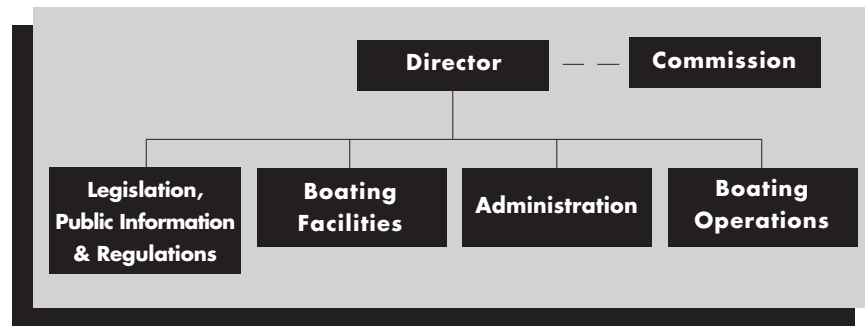
PROJECTS	TOTAL AMOUNTS
572 Boat Launching Facility Grants	\$181,745,516
78 Small Craft Harbor Planning Loans	2,866,400
243 Small Craft Harbor Construction Loans	388,863,000
395 Capital Outlay Boating Facility Projects	84,965,890
72 Private Sector Marina Development Loans	52,957,000

INCOME	AMOUNT	PERCENT OF INCOME
Motor Vehicle Fuel Fund	\$38,249,429	38%
Interest, Surplus Money Investments	8,162,941	8%
Boat Registration Fees	15,427,872	15%
Repayment of Loan Principal and Interest	39,226,946	39%
Other	55,133	0%
TOTAL INCOME	\$101,122,322	100%

TYPE OF EXPENDITURE	AMOUNT	PERCENT OF EXPENDITURES
Loans	\$44,018,500	32%
Grants	30,228,160	22%
Capital Outlay	6,851,073	5%
Motor Vehicles (boat registration)	6,482,138	5%
*Program Expenditures	49,713,933	36%
TOTAL EXPENDITURES	\$137,293,804	100%

*Includes a \$100,000 transfer to the Abandoned Waterraft Abatement Fund

ORGANIZATION



THE DEPARTMENT

The Department's management team includes a Director, who is appointed by the Governor, and the managers within the Department's four divisions, as illustrated above.

THE COMMISSION

The Commission is composed of seven members appointed by the Governor, with the consent of the Senate. The length of each term of appointment is four years. In making appointments to the Commission, consideration is given to the geographical location of the residence of each member as it relates to boating activities and harbors.

By statute, one member is required to be a private small craft harbor owner and operator. In August 1983, legislation was passed and language added to the Harbors and Navigation Code which requires at least one member appointed to the Commission to be a member of a recognized statewide organization representing recreational boaters. In 1996, legislation was passed which requires that at least one member of the Commission be an officer or employee of a boating law enforcement agency.

The Commission is mandated to advise Cal Boating on all matters within the jurisdiction of the Department, and all loans and grants made by Cal Boating must have its consent. Commissioners during this biennium:

COMMISSION MEMBER	TERM	COUNTY
Michael L. Beatie	Nov. 2000-2004	Marin
Frederic Heim	Sept. 2001-2004	Los Angeles
Robert Y. Nagata	Oct. 1999-2006	Los Angeles
Harry L. Nelson, Jr.	Jan. 2002-2006	Los Angeles
Warren E. Rupf	May 1997-2005	Contra Costa
Joseph P. Sharpe	Sept. 2001-2005	San Francisco

Each term ends in January of the specified year.

BOATING FACILITIES PROGRAM

One of the Department's primary objectives is to plan and develop boating facilities in environmentally acceptable areas with priority on the development or expansion of facilities where the greatest needs exist. To accomplish this, the Department:

- grants funds to cities, counties, and other governmental agencies, including the Federal Government, to plan and construct boat launching facilities, floating restrooms, transient docking and vessel sewage pumpout facilities.
- loans funds to cities, counties, and other governmental agencies to plan and construct small craft harbors; and provides loans to businesses to develop recreational marina facilities.
- plans, designs, finances, and constructs boating facilities throughout the State Park System, at State Water Project reservoirs, and on other State lands.
- conducts an aquatic weed control program in the Sacramento-San Joaquin Delta, its tributaries, and Suisun Marsh.
- provides funds when approved by the Legislature, on a cost-sharing basis, to local and Federal governmental agencies to provide beach erosion control measures for the protection of valuable coastal resources.
- coordinates, plans, and funds boating trail projects and protects the public's right to the recreational use of whitewater rivers.

The main source of funding for boating facility projects is the Harbors and Watercraft Revolving Fund (H&WRF). The primary sources of income to the H&WRF are the fuel taxes paid by boaters and the repayment of principal and interest on loans. Federal funding is used, in part, to finance vessel sewage pumpout grants, boating infrastructure grants and boating trail projects. The State's General Fund has been the primary source of Beach Erosion Control project funding over the past 40 years.

The facility funding process has several steps. First, a local government entity proposes a grant or loan project by submitting a feasibility report, an environmental assessment, and a resolution from the governing body. The Department then makes a preliminary feasibility determination and may accept or reject the project for inclusion in the proposed State budget. The proposed project must then be approved by the Legislature and the Governor before the Department makes a detailed feasibility analysis and presents the project to the Boating and Waterways Commission for its advice and consent.

Generally, the State's review and approval process of proposed projects requires a minimum of one year before the grant or loan is made available to the requesting agency. Disbursement of loan or grant funds, following approval by the Boating and Waterways Commission, involves preparation of contracts, staff review of engineering drawings and specifications, review of payment requests and on-site confirmation of construction progress.

GRANTS

The launching facility development program provides grants to construct launching lanes, restrooms, boarding floats, shore protection, car and trailer parking, utilities, landscaping and irrigation, and ancillary items.

The amount of funds provided is determined by the use and benefits that can be economically justified. The applicant agency must own or control the project area and operate and maintain the facilities for 20 years at no cost to the State.

Grants are also available to public agencies for floating restrooms and vessel pumpout facilities. Grants made during this biennium totaled \$28,125,000 for 26 boat launching facility projects.



2002 - 2004 GRANTS

Project	Amount
Alviso Marina	\$2,208,000
Black Point	782,000
Buckley Cove	1,028,000
Camp Far West	1,558,000
Canyon Dam	660,000
Cottage Creek	845,000
Crescent City	825,000
Cuttings Wharf	788,000
Eagle Lake - Spalding Tract	2,440,000
El Dorado	449,000
Lake Elsinore	817,000
Fair Oaks	572,000
Jack Smith Park	1,674,000
Louis Park	792,000
Mendota Delta	1,127,000
Lake Ming	153,000
Morelli Park	2,245,000
Salton Sea - Red Hill Marina	1,700,000
San Leandro Marina	184,000
Scotts Flat Res. - Cascade Shores	804,000
Sly Park - Jenkinson Lake	489,000
South Harbor - Santa Cruz	2,164,000
Tahoe Vista	944,000
Tisdale	960,000
Trinity Lake - Fairview	1,000,000
West Park Riverbend	917,000
Total Grants	\$28,125,000

LOANS

Three types of loans are available for the development of marinas under the small craft harbor loan program.

1. Planning loans are available to local government agencies to prepare small craft harbor feasibility reports, including preliminary engineering, economic and financial assessments, and the required environmental impact report.

2. Under Section 76 of the Harbors and Navigation Code, the Department makes loans available to marina owners in the private business sector to develop or improve the boating and ancillary facilities available to the public. Loans made to the private sector during this biennium totaled \$4,501,500 for four marina projects.

3. Loans are available to local government agencies to construct new small craft harbors or improve existing marina facilities. Typical project features which can be funded under this program include breakwater construction, construction dredging, berths for boats, utilities, landscaping and irrigation, restrooms, fuel docks, boat sewage pumpout stations, and public access walkways. During this biennial period, loans made under this program totaled \$29,317,000 for nine small craft harbor projects.

2002 - 2004 PRIVATE SECTOR MARINA LOANS

Project	Amount
Monterey Bay Boatworks	\$265,000
Orwood Resort	1,071,000
Sun Harbor Marina	3,165,500
Sausalito Marina	140,000
Total Private Sector Loans	\$4,501,500

2002 - 2004 PUBLIC SECTOR MARINA LOANS

Project	Amount
Alamitos Bay Basin 1, Long Beach	\$1,250,000
Alamitos Bay Basin 4, Long Beach	8,250,000
Bay Street, Sausalito	200,000
Berkeley Marina	5,200,000
India Basin, San Francisco	200,000
Long Beach, Los Cerritos	1,000,000
McClure Point	767,000
Sacramento Marina	850,000
Stockton Waterfront Marina	11,600,000
Total Public Sector Loans	\$29,317,000



CAPITAL OUTLAY

The Department plans and develops boating facilities on State-managed properties which enhance recreational boating and navigation. The Department funds and constructs boating facilities on lakes, reservoirs and waterways, including the State Water Project and the State Parks System.

Capital Outlay projects typically include concrete launching ramps, car/trailer parking, boarding floats, restrooms, lighting, berthing, moorings, floating restrooms, and boat-in day use and camping sites which include graded areas, picnic tables and barbecues. All of these facilities are designed and constructed in accordance with the provisions of the Americans with Disabilities Act for barrier-free access.



During the past two years, Capital Outlay staff produced engineering designs and services, contract plans and specifications, or construction inspections for 26 budgeted projects on bodies of water, totaling \$9,659,600 in capital improvements.

2002 - 2004 CAPITAL OUTLAY PROJECTS

Project	Amount	Project	Amount
San Joaquin River - Friant Cove	50,000	Lake Oroville - Bidwell Canyon	315,000
Middle Fork American River - Greenwood	88,000	Lake Oroville - Thermalito Forebay	100,000
Middle Fork American River - Middlefork Access	25,000	Lake Perris	450,000
Middle Fork American River - Ruk-A-Chuckie Portage	86,600	Lake Perris	320,000
South Fork American River - Salmon Falls	132,000	Lake Tahoe - Emerald Bay	356,000
Brannan Island	480,000	Lake Tahoe - King Beach	375,000
Castaic Lake	125,000	Noyo Harbor	55,000
Channel Islands (BISC)	310,000	Pyramid Lake - Boat-in	187,000
Colorado River - Picacho	164,000	Pyramid Lake - Emigrant Landing	225,000
Folsom Lake Peninsula	170,000	Pyramid Lake - Vista del Lago	430,000
Humboldt Bay (BISC)	3,822,000	Pyramid Lake - Yellowbar	250,000
		Sacramento River - Pine Creek	150,000
		San Luis Reservoir - Basalt	400,000
		Silverwood Lake	95,000
		Silverwood Lake - Boat-in	499,000
		Total Capital Outlay	\$9,659,600

AQUATIC WEED CONTROL

The Department of Boating and Waterways conducts two programs to control non-native aquatic pests in the Sacramento-San Joaquin Delta. These legislatively mandated programs are operated to meet the needs of both the environment and those who live, work and play in the Delta.

Both the Water Hyacinth Control Program and the *Egeria Densa* Control Program operate under the National Pollutant Discharge Elimination Systems (NPDES) permit within the Clean Water Act. The Department of Boating and Waterways also operates under terms and conditions set forth in Biological Opinions issued by the United States Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NOAA). The Biological Opinions are required in accordance with Section 7 of the Federal Endangered Species Act for operating in the Sacramento/San Joaquin Delta and its tributaries.

Staff scientists perform before and after treatment water quality and toxicity sampling at multiple representative treatment sites. This data is recorded and reported annually to the permitting agencies. The Department holds an annual aquatic weed control stakeholders meeting every spring to discuss the program's weed control activities.

Water Hyacinth Control

Introduced to California more than 100 years ago, the water hyacinth is a deceptively attractive plant, with shiny green leaves and delicately transparent lavender flowers. However, this extremely prolific aquatic weed can quickly amass into a dense floating mat of vegetation. With few natural enemies, it grows faster in warm weather than any other known plant.



Crew sprays herbicide on mats of water hyacinth.

By the early 1980s, severe infestations of the rapidly growing, floating aquatic plant had created safety hazards for boaters, clogging navigation channels and marinas, and agricultural irrigation systems. The Delta aquatic habitat was also compromised by the large, floating hyacinth mats, which decreased the amount of dissolved oxygen in the water, replaced native plants, and deposited silt and organic matter at several times the normal rate.

State legislation enacted in 1982 designated the Department of Boating and Waterways as the lead agency for the control of water hyacinth in the Sacramento-San Joaquin Delta, its tributaries and the Suisun Marsh. The initial control plan used both short- and long-term methods, involving chemical, mechanical and biological control measures. The primary and most successful control measure is herbicide spraying.

Cal Boating has practiced an adaptive management approach from the start, and through infestation reviews and data monitoring, adjusts the treatment program accordingly. The Department is developing a performance measure of low biomass carryover, against which aerial photographic estimates and ground-measured data can be compared to determine the program's success at specific sites over time.

Egeria Densa Control

Introduced to California more than 30 years ago, *Egeria densa* (Brazilian elodea) is a submerged aquatic plant that forms dense mats of vegetation that obstruct navigation and recreation, slow water flows, plug agricultural irrigation pumps, and disrupt the natural ecosystem of the Sacramento-San Joaquin Delta. *Egeria* is a popular plant used in aquariums, from which it may have been introduced to the Delta waterways.

Cal Boating was authorized by legislation enacted in January 1997 to control *Egeria densa* in the Delta, its tributaries and the Suisun Marsh. As a result, the Department assembled a task force of cooperating agencies and stakeholders to provide advice and assistance in developing an *Egeria densa* control plan.

Egeria Densa Cooperating Stakeholders

U.S. Department of Agriculture
U.S. Bureau of Reclamation
U.S. Fish and Wildlife Service
State Senator Richard Rainey
San Francisco State University
Center for Environmental Studies
California Department of Fish and Game
California Department of Pesticide Regulation
California Department of Water Resources
State Water Resources Control Board
Central Valley Regional Water
Quality Control Board
Contra Costa County Agriculture Commissioner
Sacramento County Agriculture Commissioner
San Joaquin County Agriculture Commissioner
Stanislaus County Agriculture Commissioner
Reclamation District 800
Delta citizens and marina owners

Using stakeholder recommendations, the Department completed an Environmental Impact Report (EIR) that met the requirements of the Califor-

nia Environmental Quality Act. Following completion of the EIR in March 2000 and the acquisition of state and federal regulatory agency approvals, Cal Boating initiated control efforts in July of 2001, treating 348 acres of *Egeria* in the first year. The Department treated 621 acres of *Egeria densa*, July through October 15th in 2004. In support of control measures, the Department engages in extensive monitoring and research to ensure that the *Egeria Densa* Control Program, through an adaptive management strategy, continues to evaluate impacts and better program activities.

Due to regulatory agency concerns about endangered species, the Department cannot begin treating Water hyacinth or *Egeria densa* in the central Delta until July 1st each year. Nonetheless, the Department is involved in research and monitoring measures that appear to support the premise that, by using herbicides approved by federal and state agencies, aquatic weed control does not pose a threat to endangered species; a more certain understanding of the impacts on endangered species awaits completion of the Department's program specific research and monitoring work. The Department will then seek the approval of regulatory agencies for earlier and, consequently, more effective aquatic weed control operations.

OCEANOGRAPHY AND



Egeria Densa chokes waterways.

COASTAL PROTECTION

California's coast, one of our most precious resources, is a naturally eroding coastline. After a century of intense development, the California shoreline is largely influenced by human activity. Alterations of the natural system have resulted from damming of rivers, flood control and sediment-blocking structures.

It is both economically and socially important to minimize the loss of the state's beaches and to preserve its coastal resources while also providing safe access for the public. When erosion threatens to damage coastal infrastructure, or there is not enough beach width to meet the recreational needs of residents and tourists, beach erosion control projects can halt the erosion.

The Department is dedicated to effectively managing and protecting coast and ocean dependent economic activities, recreational resources, public coastal infrastructure, and boating safety and access. In support of these goals, the Oceanography and Coastal Protection Branch supports study projects to improve our understanding of ocean and coastal processes and cosponsors cooperative data gathering projects with other government agencies, and academic institutions. The Department currently supports four programs that address these needs: Oceanography, Coastal Data Information, Beach Erosion Control, and Public Beach Restoration.

Oceanography Program

Cal Boating employs the State's only full-time Oceanographer who is stationed at University of California San Diego, Scripps Institution of Oceanography in a mutually beneficial relationship. The State sponsors Scripps studies that provide Scripps scientists with important ocean data and the basis to produce new knowledge. The application of this knowledge assists the Department in designing and maintaining coastal

facilities and infrastructure, including small craft harbors, launching ramps, beach nourishment and coastal protection projects. The Department has provided support for the following research studies and projects during this biennial period:

Climate Change – The project analyzes long-term records of water level, waves, and other meteorological variables of importance to boaters to evaluate change and detect trends. Extreme water levels and wave heights directly cause beach erosion and coastal flooding and facility damage, and are key inputs for the design of harbor breakwaters and beach nourishment projects.

California Shore Stations - Scripps Institution of Oceanography program, supported in part by Department funding, gathers, archives, and publishes on the Internet temperature and salinity data from selected shore stations along the west coast. Several stations have temperature records going back nearly 100 years.

Seismic Reconstruction of Wave Climate - Seismic data provide proxy instrumental records of coastal ocean wave height and period starting in the 1930s, about 50 years before actual ocean wave records were routinely gathered starting in the 1980s.

Southern California Beach Processes Study (SCBPS) - Federally funded project measures beach sand level and shoreline position using laser-ranging instrumentation flown on aircraft twice per year.

Shoreline Position - Provide continued twice per year video over-flights to show changes in shoreline position along southern California.

Boat Bottom Paint - The program goal is to study copper-based boat bottom antifouling paints and new non-toxic alternatives. Prior

work concentrated on an economic study to make the transition at the least possible cost, as well as boater and shipyard surveys, and boater education. New work will provide matching funds for a NOAA/Sea Grant federally funded project to examine the role of invasive species importation on boat bottoms and trade-offs between toxic and non-toxic alternatives.

Coastal Data Information Program (CDIP)

The Coastal Data Information Program (CDIP) is an ongoing coastal wave information gathering system developed more than 25 years ago at Scripps Institution of Oceanography. Its development was supported by the Department, the U. S. Army Corps of Engineers, and the California Sea Grant College Program. CDIP is the Department's longest running, most popular, and most valuable study project.

Six times each day, readings of wave height, period, and direction are recorded at 15 to 20 locations on the California coast and analyzed at the central facility at Scripps. Sophisticated computer modeling enables these readings to be translated into real-time wave height for the entire coast of California. The results are displayed in color maps and charts available at the CDIP Website at <http://cdip.ucsd.edu>. Internet access to the wave data and modeling results is

provided for boaters and other recreational users, the maritime industry, scientists, coastal design engineers, coastal residents, and a broad spectrum of public agencies including the Navy and Coast Guard. The site averages more than 100,000 hits per day, and more than twice that during storms.

In addition, the CDIP wave data archive is valuable in calculating wave climate histories and design wave heights, and supporting coastal engineering investigations of nearshore processes that support the boating safety and coastal protection missions of the Department.

Work underway includes using newly available coastal wind models to better estimate shorter sea-waves at periods less than about 10 seconds. The Department and the U.S. Army Corps of Engineers fund CDIP through a cooperative agreement.

Coastal Winds – Project uses a state-of-the-art, verified meteorological computer model to produce closely spaced present and forecast wind conditions along the southern and central California coast. Wind maps are published on the Internet to enhance boating safety and to provide estimates of locally generated wind waves. Wind wave generation modeling is an important component of CDIP that will be added over the next few years to better define short period waves in the period range under about 8-10 seconds. See www.adim.dri.edu/Projects/CalBoat.

Longshore Currents – Project uses CDIP wave measurement and modeling to produce real-time maps of nearshore wave-induced currents along the beaches of southern California. This information is used for water and beach safety during large wave events, as well as for predicting nearshore turbidity patterns as a result of natural events or beach nourishment projects.





The results of sand replenishment at Peninsula Beach between 1994 and 2000 are shown above.

Beach Erosion Control Program

Beach Erosion Control statutes in the Harbors and Navigation Code authorize the Department to study erosion problems, act as shore protection advisor to government agencies, and plan, design and construct protective works when funds are provided by the Legislature. The Rivers and Harbors Act of 1962, as amended, allows the Department to participate in beach erosion control projects with the U.S. Army Corps of Engineers.

Projects were completed during this period include:

Pacifica Seawall Apron Reconstruction	\$774,000
Santa Cruz County – East Cliff Drive	\$960,000
Monterey – Presidio Curve Shoreline	\$225,000

San Francisco PORTS

During this biennial period, the Department provided partial support for the San Francisco Physical Oceanographic Real-Time System (PORTS®). This program of the National Ocean Service supports safe and cost-efficient navigation by providing shipmasters and pilots with accurate real-time information required to avoid groundings and collisions. This technological innovation has the potential to save the maritime insurance industry from multi-million dollar claims resulting from shipping accidents.

PORTS® includes centralized data acquisition and dissemination systems that provide real-time

water levels, currents, and other oceanographic and meteorological data from bays and harbors to the maritime user community in a variety of user friendly formats, including telephone voice response and Internet. Access to accurate real-time water level information allows U.S. port authorities and maritime shippers to make sound decisions regarding loading of tonnage (based on available bottom clearance), maximizing loads, and limiting passage times, without compromising safety.

Public Beach Restoration Program

The Public Beach Restoration Act of 1999 was created to address the continued loss of public beaches due to intense coastal and inland development during the past century. Dams and other flood control measures have decreased the natural sediment supply to the coast, while harbor structures have blocked alongshore-sand movement. Narrowing beaches lead to diminished recreational opportunities and coastal access, degraded wildlife habitats, lost tourism revenues, and increased damage from coastal storms. Beach nourishment is the introduction of sand onto a beach to supplement a diminished supply of natural sediment, for the purpose of beach restoration, enhancement or maintenance.

The Public Beach Restoration Program provides a funding vehicle for the legislature to support

restoration, enhancement, and maintenance of this valued resource. A key component of the program is the promotion of both local and federal partnerships. On the local level, the Department has partnered with regional management agencies such as SANDAG (San Diego Association of Governments) and BEACON (Beach Erosion Authority for Clean Oceans and Nourishment). Federal partnerships have been forged with the U.S. Army Corps of Engineers, NOAA and the USGS.

Beach nourishment experience in California has shown that the cost is justified by the economic benefits from tourism and beach recreation associated with wide sandy beaches, including \$4.6 billion in tax revenue for the State.

During this biennial period the Department participated in the following Public Beach Restoration projects and studies:

<u>Site</u>	<u>Location</u>
Ocean Beach	San Francisco
City Beach	Carpinteria
Goleta Beach	San Barbara County
Coast of California Study	Ventura and Santa Barbara Counties
Coast of California Study	Los Angeles County
Peninsula Beach	Long Beach
Huntington Bluffs	Huntington Beach
Balboa Island	Newport Beach
City Beach	San Clemente
Economic Impact Study	San Diego County
Economic Impact Study	Orange County
City Shoreline	Encinitas
City Beach	Solana Beach
OCS Sand Study	Statewide
City Beach	Imperial Beach

California Coastal Sediment Master Plan

The purpose of the Coastal Sediment Master Plan is to identify and prioritize regional sediment management needs and opportunities, provide this information to resource managers and the general

public, and streamline sediment management activities. Such issues may include coastal erosion, recreational opportunities, dredging, and sediment flow through coastal watersheds.

The Department, the California Resources Agency and the U.S. Army Corps of Engineers constitute the core of the California Coastal Sediment Management Workgroup, which was established to evaluate California's coastal sediment management needs on a regional, system-wide basis. This integrated approach to sediment management enables agencies to work together to leverage financial and intellectual resources. The Sediment Master Plan will provide coastal managers with information to develop methods that generate the greatest environmental and economic benefits for California.

Applications of the Sediment Master Plan by Coastal managers might include identifying and prioritizing sediment-related projects; conducting regulatory review; developing opportunistic sand programs; assessing environmental impacts; and assessing the cumulative impacts and benefits of sediment-related projects.

Southern California Beach Processes Study - This study is being conducted by Scripps Institution of Oceanography, with Department funding, in cooperation with the U.S. Army Corps of Engineers and the San Diego Association of Governments. Its purpose is to improve existing technical knowledge used in designing beach nourishment projects. It includes detailed nearshore wave measurements and monitoring of beach erosion changes at the project site at Torrey Pines State Beach. These field observations will be used to improve models for the wave-driven evolution of a nourished beach. Better beach nourishment project design will help avoid environmental collateral damage from sand migration into sensitive nearshore habitats and lagoon mouths.

BOATING TRAILS

Under the Boating Trails Act of 1974, the Department of Boating and Waterways is authorized to pursue activities, which will increase opportunities for recreational boating on designated waterways through the study and identification of recreational resources and potential boating trail routes. The Department is responsible for the Boating Trails Element of the Recreational Trails Plan and is authorized to help government agencies implement the Boating Trails Plan.

The Department continues to study potential whitewater river use and flow needs; works with local river managers in the publication of river trail maps; funds the development of river access sites; and participates in the review of proposed hydroelectric and other projects which might impact recreational boating. The Department also attends hydro re-licensing meetings and comments on the licensing of hydroelectric projects under the Federal Energy Regulatory Commission where boating is effected.

The Department has updated the "Boating Trail Guide to the Sacramento River - Redding to Red Bluff," to include an additional section of the river from Red Bluff to Woodson Bridge and published a new "Boating Trail Guide to the Klamath and Salmon Rivers." Other boating trail guides include:

Upper and Lower Kern River
American River Parkway
North and Middle Forks of the American River
Colorado River From Blythe to Imperial Dam
Colorado River From Davis Dam to Parker Dam
Wild and Scenic Merced River
Trinity River
Tuolumne River
Sacramento River From Redding to Red Bluff
Sacramento River From Woodson Bridge to Colusa
Wild and Scenic Smith River

During this biennial period, the Department of Boating and Waterways Boating Trails Program funded 13 new boating access projects:

Middle Bar Access, Mokelumne River	\$45,000
Oxbow Access, Middle Fork American River	\$61,000
Seal Point Park Access, North SF Bay	\$100,000
Six Rivers, Cal Salmon and Klamath Rivers Accesses	\$54,000
Turtle Bay Access, Sacramento River	\$88,000
Greenwood Access, Middle Fork American River	\$68,000
Salmon Falls Access, South Fork American River	\$130,000
Howe Access Ramp, Lower American River	\$54,000
Greenwood Access, South Fork American River	\$188,000
Granite Access, Lower Kern River	\$20,000
Boat Ramp Street Access, San Francisco Bay	\$51,000
Friant Cove Access, San Joaquin River	\$50,000
Ruk-A-Chuckie Portage, Middle Fork American River	\$87,000



CLEAN VESSEL ACT OF 1992

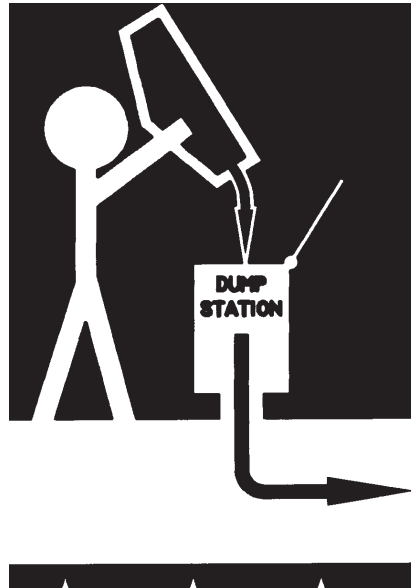
Each year since 1992, the Department of Boating and Waterways has administered the Clean Vessel Act (CVA) Program in California.

Since 1993, the Department has received \$13.7 million in CVA grants. The CVA grant program has included the compilation of a statewide inventory of existing vessel pumpout and dump stations; a survey of vessels with holding tanks; the identification of waterways most likely to be affected by vessel sewage discharge; the development of design specifications for vessel pumpout facilities; the establishment of a program for local entities to fund the construction of pumpout facilities; the funding and installation of new pumpout stations; and the development of regional and statewide educational programs.

Cal Boating has produced pamphlets, posters, flyers, radio public service announcements, and pumpout location maps, which boaters can order or download from the Department's Website.

Between 2002-04, the Department was awarded \$3.3 million in CVA grants. The grants fund a comprehensive program to involve California residents and visitors in appropriate educational programs and corrective actions to reduce sewage discharges from vessels and improve water quality. State and local matching funds brought the total funding for the program to \$5.15 million for this biennium.

Since 2002, the Department awarded \$1.1 million in grants for pumpout stations and floating restrooms, and for educational programs.



BOATING OPERATIONS PROGRAM

One of the Department's major objectives is to protect the public's right to safe and enjoyable boating on the waters of California. To accomplish this, Cal Boating:

- promotes boating safety and education,
- assists local boating law enforcement agencies,
- ensures uniformity in boating regulations, and
- licenses for-hire boat operators and yacht and ship brokers.

These responsibilities are performed by the Boating Operations Division, which is divided among the following four units: Safety and Education, Enforcement, Regulations, and Yacht and Ship Broker's Licensing.

The Operations Division also works closely with the U.S. Power Squadrons and the U.S. Coast Guard Auxiliary, two national volunteer organizations dedicated to making boating safety education available to the public. In addition to assisting Cal Boating with special projects, these expert boaters help distribute the Department's free boating safety literature to the boating public at the courses they teach and at public safety events.

BOATING ACCIDENT PROGRAM

Boating accident statistics are compiled under a state law that requires any boater who is involved in an accident to file a written accident report with the Department in the case of a death, disappearance, or injury requiring medical attention beyond first aid; damage to a vessel or other property exceeding \$500; or the complete loss of a vessel.

The purpose of this law is to provide a database for accident analysis. Information contained in the reports is confidential and may not be used in prosecuting those involved for any violations which may have occurred, nor in civil litigation of any kind. The reports are a tool for identifying areas of concern so that Cal Boating programs can be directed toward promoting boating safety, education and law enforcement in those areas. The details of each reported accident are analyzed to determine the cause, ways in which the accident might have been prevented, and specific safety-related problems. Methods and programs can then be developed to reduce accident and fatality rates, including recommendations to the Legislature for changes in boating law.

Each year, Cal Boating releases a comprehensive study of boating accidents in California, which provides information on accidents, fatalities, and injuries. This report, entitled *California Boating Safety Report*, includes special topics such as personal watercraft, youth operators, alcohol-related fatal accidents, law enforcement activities and Department safety programs.

ACCIDENT STATISTICS

	2002	2003
Number of Boats Registered	896,090	963,379
Number of Accidents	911	963
Number of Injuries	468	502
Number of Fatalities	53	61
Property Damage	\$3,732,850	\$3,820,000

For a copy of the *California Boating Safety Report*, visit the Department's Website, at www.dbw.ca.gov, or call the Accident Program, at (916) 263-8189.



Students in the Department's boating law enforcement training class, Accident Reconstruction/Investigation, examine a wrecked boat.

SAFETY AND EDUCATION

K-12 Education

As mandated by Article 16 of the Education Code, the Department's aquatic and boating safety education program provided materials to more than 700,000 public school students during this biennium. A priority has been placed on elementary level education in keeping with the Department's philosophy that aquatic and boating safety skills learned at an early age serve to protect students throughout their lives.

Curriculum materials for aquatic and boating safety education were made available to all public schools at no charge. The elementary school curriculum is a series entitled AquaSMART, Water & Boating Safety. The series is divided into three parts, for grades K-2, 3-5, and 6-8. AquaSMART Boating is the program available for high school students (grades 9-12).

Each program in the AquaSMART series for elementary schools covers 10 basic aquatic and boating safety lessons and consists of a Teacher's Guide containing lesson plans and reproducible student activity sheets, and a supplemental video. A chart identifying how each lesson can be integrated with the Content Standards for California schools is also provided in the Teacher's Guide. Parent participation is encouraged by providing teachers with a Parent Letter that explains the AquaSMART lessons and encourages parents to discuss and reinforce the lessons covered.

Revised for spring 2004, students in grades K-2 experience Champion of the Waterways where they are guided through the lessons by three animated characters, Splasher the Frog; Diver the Duck; and Surfer the Seal. An AquaSMART

Team of students and experts covers the 10 lessons for grades 3-5. The 10 lessons for grades 6-8 are presented in an interview format of water safety experts. The student activity sheets for grades K-2 and 3-5 are available in Spanish as a teacher supplement.

AquaSMART Boating completes the AquaSMART series covering the basics of boating with an emphasis on safety. Materials provided to instructors include student workbooks, exams, and certificates of completion, an instructor's guide and a supplemental video. Four types of boating are featured in the video and workbook, including powerboating, sailing, paddling and personal watercraft (PWC).

A complete chapter on personal watercraft is strategically designed so it can stand alone if an instructor wants to focus on this aspect of boating. Personal watercraft are often the boats of choice for younger operators, and accident statistics reveal that people under 18 years of age are involved in a large number of PWC accidents. U.S. Coast Guard volunteers are available to assist the schools that ask for help with the AquaSMART Boating course.

The AquaSMART curriculum series is also used by youth organizations like Boy/Girl Scouts, aquatic day camps and Risk Watch (a fire department-sponsored youth safety program). Annual advertisement to all the public schools elicits curriculum orders year round. Lesson plans and suggestions for incorporating each lesson into other disciplines encourage teachers to use these materials.



The Department's 2002 Safe & Wise Water Ways Poster. Each year, school children from across the state participate in a contest demonstrating the boating safety themes they learned in Department-sponsored studies.

AquaSMART LIVE Puppet Show

In 2002 a puppet show was developed based on the AquaSMART curriculum. Piloted at a number of schools statewide in spring 2002, the show became an immediate success. These shows are offered at no cost to the schools and serve approximately 80 schools per year. The Department's companion program to the AquaSMART series for elementary schools, AquaSMART LIVE is a traveling puppet show hosted by Splasher the Frog, who is the mascot of the AquaSMART series. During this biennial, the program served 60 schools statewide and reached approximately 36,000 children.

There are two distinct shows for grades K-3 and 4-6. The K-3 program uses stunt dummies to demonstrate to the children what can happen when you do not play safe in and around the water. The 4-6 program is a game show format where two teams compete for prizes while learning how to stay safe in and around the water. The AquaSMART LIVE puppet show won the 2003 National Safe Boating Council's Boating Education Advancement Award.

Annual Safe & Wise Water Ways Poster Contest

Nearly 6,000 students from 240 schools participated in the tenth and eleventh Safe & Wise Water Ways annual poster contest. Students in the K-8 grade levels were invited to submit original artwork depicting aquatic and boating safety themes. One winner from each grade level was selected and featured on the Department's annual calendar poster. Corporate sponsors, such as, Kawasaki Motors Corp., Northern California Marine Association, Radio Disney, Southern California Marine Association, and Yamaha contributed to the success of this program by providing awards for the winners.

Students create artwork depicting aquatic safety themes learned in Department sponsored study. They not only become "water wise" themselves, but help others learn to stay safe by using aquatic safety lessons in their art. Poster contest prizes were distributed at awards presentations held at each winner's school. Families of the winners and local media attend the awards assemblies, which include an AquaSMART LIVE puppet show and a demonstration of proper life jacket use.



These are some of the items the Department uses to promote safe boating.

California Boating: A Course for Safe Boating

The Department provided 70,000 copies of the California Boating safety course to the public during this two-year period. Produced and copyrighted by the Department, this correspondence course allows boaters to study at home at their own pace and covers state and federal boating law, rules of the road, boat handling, required equipment, navigational aids, accident reporting, and special topics.

Approved by the National Association of State Boating Law Administrators and recognized by the U.S. Coast Guard, this course includes an optional exam with two answer sheets. Less than 10% of the course recipients actually complete the exam. Once completed, an answer sheet can be forwarded to the Department for grading. Those who successfully complete the course are awarded a Certificate of Completion which is recognized by many insurance companies for a discount on boat insurance policies.

Life Jacket Loan Program

In 1993 and 1994, the Department worked with a water safety coalition in Sacramento County

to conduct a pilot program that loaned life jackets to the public at a state park and several county locations along the American River. The program was a success. When the water safety coalition disbanded a few years later, the Department kept this life jacket loan program alive by partnering with fire stations .

An expanding number of fire departments and aquatic centers in several counties now participate. The Department continues to support these life jacket loan efforts by maintaining a list of participating locations on its Website (www.dbw.ca.gov/lifejacket) and supplementing the life jacket inventory as needed.

Law enforcement agencies that receive state funds have also been provided children's life jackets that can be loaned to the public. Many marine enforcement units carry a few life jackets on their patrol vessels so if they encounter a boat with insufficient life jackets, they can offer a life jacket on loan rather than having to terminate a voyage. This has been an effective outreach to boaters casting a positive light on the presence of marine law enforcement.

Life Jacket Trade-In Program

The Department has sponsored a life jacket trade-in program since 1999. On one day during National Safe Boating Week, the public is invited to bring their used life jackets to a designated location to be inspected and, if found to be unserviceable, it may be traded for a new one. May 2004 marked the fifth year for this event and the first opportunity to extend beyond the greater Sacramento area with locations in Vacaville, Concord and Long Beach. The goal is to take the program state wide.

Collaboration between the Department, local radio stations, the US Coast Guard Auxiliary, Sam's Club stores and the Safe Kids Coalition makes this event possible by providing advertising, life jackets, and volunteers to inspect the life jackets and staff an information table during the event. The Greater Sacramento Safe Kids Coalition, Sam's Club stores, and manufacturers Mustang Survival and Stearns Inc. all donated life jackets for the event.

In 2003, about 300 life jackets were inspected and 200 new life jackets were traded out for those that were found to be unserviceable or of the wrong size for the intended wearer. In 2004, nearly 300 life jackets were inspected and 270 new life jackets were traded out.

PUBLIC OUTREACH

Statewide Multi-Media Safe Boating Awareness Campaign

Cal Boating's multi-media campaign targets waterways where the greatest numbers of boating accidents occur based on the Department's Boating Accident Statistic Report. Radio messages, outdoor billboards, mobile billboards, all-weather posters, print ads in boating and fishing publications, partnerships/promotions

and the internet all serve as vehicles to educate and remind boaters of safety on the waterways. The top 10 waterways fit into nine media markets and they are prioritized to ensure areas with the highest accident and injury reports receive more media weight. A multi-media approach is used to ensure that the safety messages reach boaters with the strongest, most appropriate aperture- boaters hear or see the message at the right place and time to more likely affect their mindset and behavior as they head out on the water.

During this biennial period the department continued the outdoor media element of the campaign, "Road Signs for the Waterways." New billboards, posters and print ads were added to the campaign addressing excessive speed, the dangers of drinking alcohol while boating, and environmental stewardship. The department added radio messages creating a triple-pronged attack.

Cal Boating also continued promoting the BoatSmarter.com Website. The Web page on boating safety links boaters to the Department's Website. The colorful "road sign" billboards from the outdoor campaign, addressing a variety of aspects of boating safely, were adapted for use on the Website.

The multi-media boating safety awareness campaign runs May to October in Northern California and year-round in Southern California. Each year during 2002-2004, the program placed 52 permanent billboards and 400 all-weather posters statewide at launching ramps, park entrances, fuel docks. An additional 200 waterproof posters were placed at marinas on trash barrels provided by California's Adopt-A-Beach program.



The Boating Safety Awareness Radio Campaign added messages on the dangers of boating under the influence and carbon monoxide poisoning. Airing on 40 radio stations statewide, this campaign continues to grow with award winning radio messages about the state's life jacket law, boating and alcohol, the Department's safety course, California Boating, and the overall message, Safe Boating is BIG FUN.

Annual awareness research revealed that awareness levels had increased and recall of safety messages had dramatically risen over the biennial period. The fact that specific media mentions of radio and outdoor messages had effectively reached boaters was most encouraging. Boaters also reported a greater awareness of the State of California and the Department of Boating and Waterways as a resource.

Special Projects

In 2003 Cal Boating participated in the Best of California (TBOC) Television Series by sponsoring episodes. As part of the sponsorship, boating safety messages were integrated into the show content and viewers were exposed to messages that encouraged them to wear a life jacket while fishing or to be cautious of carbon monoxide poisoning when on a houseboat. There was also a segment on white- water rafting into which safety messages were woven.

In addition to television, Cal Boating received a one-page micro site on TBOC's web page with access to streaming video of each episode, as well as safety messages and information about free safety education materials from Cal Boating.

In 2002 and 2003, the Department developed a series of three national radio messages encouraging boaters and anglers to wear their life jackets, take a boating safety course, avoid alcohol while boating, and be aware of homeland security issues for boaters. Entitled "The Safety Pirate," this radio series was made available at the National Safe Boating Council's (NSBC) website. It has aired nationwide and even in England and Australia. Cal Boating was honored with the NSBC's Silver Burgee award for "The Safety Pirate" PSA series.

In April of 2003, the Department's media campaign contractor was invited to present at the National Safe Boating Council and Water Safety Congress' Annual Boating and Water Safety Summit. The presentation, entitled "Creating Effective Advertising that Helps to Save Lives," used Cal Boating as a case study to demonstrate how to turn key insights from boaters into advertising safety messages that influence and motivate behavior.

Cal Boating's Safety Team

One of the campaign's new tactics to increase awareness and reinforce the message that you can have fun and still be safe on the waterways is Cal Boating's Safety Team. Created in 2003, its mission is to spread the word that Safe Boating is big fun.

The Safety Team can be found at all the Boating Accident Target Areas throughout Northern and

Southern California traveling from marina to marina in a recreational vehicle wrapped with the outdoor billboard message "Safe Boating is BIG FUN." Radio stations promote the appearances at nearly 40 marinas and boat shows statewide handing out free life jackets, promotional items (such as beach towels, rain ponchos, can coolers marked with a safe boating message) and water safety information.

The Safety Team debuted at the National Safe Boating Week kick-off event in Marina del Rey in 2003 and has made special appearances at National Safe Boating events and the Tri-State Safety Fair (a cooperative effort with Arizona and Nevada) at Lake Havasu. The Team encourages visitors to take the electronic "Safety Quiz" to register to win prizes. Literature, such as the "ABC's of California Boating Law" and information on new boating laws are handed out at each event. A special partnership with Stearns PFDs provides hundreds of free life jackets to the Safety Team and to each of the 40 radio stations that air the Department's radio messages.

Boat Shows

The Department continued to be present at a variety of boat shows and safety fairs reaching more than 20,000 boaters with a variety of boating safety messages, promotional material and brochures.

Participants are asked to participate in activities such as the Department's "Get HOOKED on Boating Sober" where they are asked to answer questions on the dangers of mixing alcohol and boating. Visitors may also try on a pair of "Fatal Vision Goggles," which simulate the effects of being under the influence of alcohol. In return for taking part in these activities, visitors receive a "Get HOOKED" T-shirt.

These events provide an excellent arena in which the Department of Boating and Waterways, along with other safety partners, can reduce accident and fatality numbers.

Tri-State Boating Safety Fair

On May 1, 2004 the Department of Boating and Waterways hosted a media day and safety event at Lake Havasu (a multi-jurisdictional waterbody) in partnership with the Arizona Game and Fish Department and the Nevada Department of Wildlife.

The purpose of the event, called the "Tri-State Boating Safety Fair," was to kick-off the boating season on the Colorado River and to raise awareness among area boaters of what the Tri-State region are doing to improve boating safety throughout the Colorado River region. All communication efforts for the day focused on the dangers of negligent operation and excessive speed, alcohol abuse while boating, carbon monoxide poisoning and the importance of wearing a Personal Flotation Device (PFD).

Representatives from the National Safe Boating Council, the U.S. Coast Guard, the U.S. Power Squadrons, local law enforcement agencies and various media outlets were on hand to help promote the Safety Fair. Six different radio outlets aired 35 promotional announcements and 23 recorded or live call-ins the day of the event. Boating Law Administrators from California and Arizona along with department educational and safety experts conducted on-air interviews with radio personalities. A news story, recorded with the Arizona public relations department, ran on six Mojave stations prior to the event. Lastly, a print ad was placed in the April edition of the On the Water magazine and News-Herald highlighting the Tri-State Fair.

Boating safety bags were handed out at the front gate of the event including educational material from the three states. A Tri-State brochure, listing important boating laws from the three states, was produced to enhance the efforts of the Tri-State boating educational campaign.

Spanish Outreach

In order to better serve California's growing Spanish-speaking population, Spanish-language boating and water safety resources were developed. Boaters can now order copies of Spanish translations of selected Department publications, or view and download them on Boating and Waterways' new Spanish Website, at www.dbw.ca.gov/Espanol.

Cal Boating Spanish Web site contains information on:

- how to register your boat
- the boating law
- boating safety hints
- resources
- how/when to report an accident
- rules of the road
- the marking system
- web link to the Department of Motor Vehicles and Governor's Spanish Web sites.

Print editions of the following Spanish publications are distributed to boaters via law enforcement officials on patrol, at boat shows and at safety fairs throughout the State.

- ABCs of the California Boating Law
- Drowning Prevention Checklist
- Facts About Boating and Alcohol
- Rescue Breathing Card
- Safe Boating Hints for Personal Flotation Devices
- Safe Boating Hints for Personal Watercraft

In addition, the Department has a free Spanish-language curriculum which meets California curriculum standards for the K-2 and 3-5 grade levels in public and private schools. The curriculum contains a teacher's guide, reproducible activity sheets and a video.

Awards

During this biennium, the Boating Safety Education Unit garnered several awards from various sources.

2002 and 2003 ADDY Awards

The Sacramento Advertising Club's award competition for excellence in advertising.

State Information Officers' Council Awards

The State Information Officers' Council gives annual awards to state agencies for excellence in communications products.

Gold Award 2003 – 2002 Safe & Wise Water Ways, calendar poster

Silver Award 2003 – Safe and Enjoyable Boating, video PSA

Silver Award 2003 – Adventure Guide – Boating Safety, brochure

National Safe Boating Council Awards

The mission of the National Safe Boating Council, Inc. is to enhance the safety of the recreational boating experience through education and outreach. Boating Education Advancement Awards are given to recognize the outstanding efforts of individuals and organizations that have developed and implemented innovative boating education programs that address some of the major safety concerns of today's vessel operator.

The 2003 National Boating Education Advancement Award was given to DBW for the success and quality of its Safe & Wise Water Ways poster calendar contest and the AquaSMART LIVE boating safety puppet show.

2003 Silver Burgee Award was presented to DBW for providing the Safety Pirate PSA series to the North American Safe Boating Campaign.

National Water Safety Congress Awards

The National Water Safety Congress (NWSC) is a non-profit organization dedicated to promoting recreation water safety in the United States. The Congress was organized in 1951 in response to a growing number of recreation related drownings.

NWSC Awards of Merit: These awards are presented annually to individuals, organizations, firms or agencies that have made a significant contribution or an outstanding effort to enhance or promote water safety at the community or state level. Recipients from or based on nominations from the Department included:

2003 – Cindi Dulgar, CSUS Aquatic Center, excellent youth programs

2003 – Phil Smith, US Army Corps of Engineers, collaboration with DBW

2004 – Keith Rogers & Bruce Clarke, CSUS University Media Services – film & graphic work

NWSC Letters of Commendation are given to recognize water safety councils, organizations, program, activities, or individuals who have made lifetime achievements or significant and outstanding accomplishments in promoting water safety. Recipients from or based on nominations from the Department included:

2003 – Sonoma County Sheriff's Department, Lake Sonoma boating

2004 – Bob Bense, Correct Craft, assistance with On the Line (a tow sport safety video)

2004 – Phaedra Bota, Department of Boating and Waterways, collaboration with USACE

National Association of State Boating Law Administrators

Officer of the Year award nominees must be commissioned, certified or sworn peace officers authorized to enforce the recreational boating safety laws of that state.

2003 – Officer of the Year, California – G. Scott Miller, Ventura Harbor District

2004 – Officer of the Year, California – Deputy Dale Walters, Sonoma County Sheriff's Department

National Association of Government Communicators

The National Association of Government Communicators (NAGC) is a national not-for-profit professional network of federal, state and local government employees who disseminate information within and outside government. Its members are editors, writers, graphic artists, video professionals, broadcasters, photographers, information specialists and spokespersons.

2002 – Jana Clarke, Safety Pirate Radio PSAs

2002 – Jana Clarke, "H2Ooked" on boating sober t-shirt

2003 – Jana Clarke, Outdoor billboard media campaign – Slow, Slow, Slow your Boat.

The Aquatic Centers Grant Program

Aquatic Centers operated by the University of California, California State universities, private universities, California Community Colleges, and nonprofit organizations, provide classroom and on-the-water boating safety education in kayaking, canoeing, water-skiing, power boating, sailing, personal watercraft operation, and other aquatic activities.

Cal Boating uses State and Federal funds to provide grants to the operators of Aquatic Centers for scholarships and the purchase of boats and equipment used in the boating safety education classes.

During this biennial period, Cal Boating awarded 81 grants totaling \$1,240,000 to 39 organizations. The grants were used to purchase boating safety educational equipment and for scholarship programs that provided boating safety classes for disadvantaged youths and persons with disabilities.



The Aquatic Centers participating in Cal Boating's program taught boating safety to 233,000 people during this period.

The following organizations received grants during this biennial period:

California State Universities

California Maritime Academy
California State University Channel Islands
California State University Chico
California State University Humboldt
California State University Monterey Bay
California State University Northridge
California State University Sacramento
California State University San Diego
San Francisco State University

University of California

University of California Berkeley
University of California Davis
University of California Irvine
University of California Los Angeles
University of California San Francisco
University of California Santa Cruz

Community Colleges

Feather River College
Orange Coast College
Southwestern College

Other Colleges/Universities

Stanford University

Cities and Counties

City of Carpinteria
City of Half Moon Bay
City of Oakland
City of San Jose
County of Orange

Non-Profit Organizations

America True
Bay Area Association of Disabled Sailors
Central Valley Y.M.C.A.
Environmental Traveling Companions
Healing Adventures
Pacific Corinthian Youth Foundation
River City Oar and Paddle Foundation
Sailing Education Adventures
Sailing Fascination
Save San Francisco Bay Association
Stockton Sailing Club
U.S. Adaptive Recreation Center
U. S. Sailing
Vallejo Yacht Club
Ventura Maritime Foundation



The Abandoned Watercraft Program

In 1997, Senate Bill 172 (Rainey) established the Abandoned Watercraft Abatement Fund (AWAF). It also created a new program within the Department of Boating and Waterways to provide grants to public agencies to remove abandoned watercraft and substantial navigational hazards from California's waterways.

Grant funds may be used to remove, store and dispose of abandoned, wrecked or dismantled recreational vessels, or any objects that pose a substantial hazard to navigation, from navigable waterways or adjacent public property, or private property with the landowner's consent. Grants from AWAF must be matched by a ten percent contribution from the receiving agency.

During this biennium, the Department granted a total of \$1,045,789 to 22 local agencies. In fiscal year 2000-01, \$399,989 was granted and in fiscal year 2001-02 \$645,800 was granted. The program began in January of 1998, and by June 30, 2002, had distributed a total of \$2,163,789 for the removal of abandoned vessels and other substantial hazards to navigation.

BOATING LAW ENFORCEMENT

Cal Boating's Boating Law Enforcement Unit works to support the boating law enforcement efforts of local enforcement agencies and to ensure that boating laws are enforced uniformly throughout the State.

The Enforcement Unit meets these goals through programs that provide financial aid and officer training to local boating law enforcement agencies. During this biennium, Cal Boating provided approximately \$17.9 million to local governments to fund boating enforcement activities and equipment purchases and train boating law enforcement officers, as detailed below.

Boating Safety and Enforcement

Financial Aid Program

Cal Boating's Boating Safety and Enforcement Financial Aid Program was established to provide supplemental State funding to counties with a high incidence of visitor boating but an insufficient tax

base from resident boaters to support an adequate boating safety and law enforcement program. A county must first expend all of the taxes collected from its resident boat owners before qualifying for this funding. The amount of financial aid is determined by available funds, the number of required patrols, patrol personnel costs, and operations and maintenance costs.

A total of \$16.2 million in funding aided the boating law enforcement programs of 37 counties and two cities during this biennium. These funds were used for personnel, operation, maintenance,

and equipment costs. Services supported by this aid include: enforcing State and local boating laws, assisting boaters in distress, inspecting vessels, supervising organized boating events, and conducting search-and-rescue operations and recovery of drowning victims.

The equipment grant program also provides grant funds to local government agencies for the purchase of patrol boats, trailers, engines, and other equipment necessary to ensure adequate enforcement of state boating safety laws and regulations. During this biennium, Cal Boating issued 44 grants totaling \$1.5 million to agencies throughout the state.



Sacramento County Sheriff's Department.

Boating Law Enforcement Training Program

California boating law is enforced by more than 100 public agencies throughout the state. However, boaters can expect the law to be enforced uniformly on all of the state's waterways because of Cal Boating's extensive Boating Law Enforcement Training Program.

The California State Commission on Peace Officer Standards and Training (POST) certifies all training courses offered by Cal Boating. These training classes instruct officers on boating law, basic boating skills, rescue boat handling, marine

fires, coastal piloting and navigation, boating intoxication enforcement, and accident investigation and reconstruction.

Approximately 837 officers were trained during this biennial period. Cal Boating provided \$200,000 for law enforcement training, \$67,874 of which funded the attendance of 96 qualified officers whose agencies did not meet POST reimbursement criteria.

The *Accident Investigation/Reconstruction* course continues to be a highlight of the program. Live, staged vessel crashes provide attending officers with a realistic experience of the way that investigative procedures and reconstructive methods are used to investigate an accident on the water.

Additionally, Cal Boating worked closely with the California Boating Safety Officers Association and the California Association of Harbor Masters and Port Captains to maintain the Open Water Rescue and Enforcement master's program. Although designed for agencies that provide coastal boating law enforcement, the course is open to any boating officer in the state. This course provides training in a wide range of enforcement and search-and-rescue activities. It includes classes in navigation, boat handling, marine fire fighting and boating law enforcement.

Approximately 614 officers received training in this segment of the program. When an officer has successfully completed all segments of the course, he or she is entitled to receive a Master's Certificate from Cal Boating in recognition of fulfilling all requirements of the Open Water Rescue and Enforcement program. Since the program's initiation in 1987, 196 officers have been awarded Master's Certificates, 22 of whom received their certificates during this biennium.

LICENSING

Yacht Brokers

Cal Boating's yacht broker licensing program serves a consumer protection function for people purchasing vessels and provides a level of competence for brokers and salespersons. In 1999, the Department cooperated with the California Yacht Brokers Association to publish *How to Buy a Used Boat* in support of this goal.

Licenses for yacht and ship brokers, branch offices, salespersons and temporary salespersons are issued following successful completion of an examination, criminal background check, and bonding. As of July 1, 2004, there were 436 brokers, 26 associate brokers, 1163 salespersons, and 130 branch offices licensed by Cal Boating.

Department staff regularly inspect brokerages for compliance. Based on reports from these inspections and complaints from the public, unethical transactions by both licensed and unlicensed persons are investigated. Valid complaints are resolved through arbitration and legal action, including the suspension or revocation of the license, and civil penalties.

For-Hire Vessel Operators

Cal Boating issues for-hire vessel operator licenses to ensure the competence of operators who carry passengers for hire on waters solely under the jurisdiction of the State, primarily inland lakes. To be licensed, an applicant must meet minimum physical requirements and pass a written examination.

Practical demonstrations of safe boat handling, rescue techniques, registration and equipment compliance inspections are also required. Licenses are valid for five years and can be renewed for additional five-year periods. As of July 1, 2004, there were 487 licensed for-hire operators.

PUBLIC INFORMATION AND LEGISLATION

PUBLIC INFORMATION

The Public Information Office supports the Department's boating safety education efforts by responding to telephone inquiries from the public and the news media, as well as distributing written and audio-visual public information products.

Since 1996, Cal Boating has maintained a Website on the Internet, www.dbw.ca.gov, offering news and information on boating safety and education, boating access, boating law, the Department and its programs. Coastal boaters and surfers can also access the Coastal Data Information Program page, and see real-time wave height data for the Southern California coast and other weather and climate information. Website visitors can also find out about two-stroke engine regulations, carbon monoxide, and link to information on boating facilities, weather, where to take a boating safety class, locating a marina, and more.



Cal Boating's film crew, with the help of the Sacramento area's Drowning Accident Rescue Team (DART), makes a TV boating safety public service announcement on the subject of life jacket safety. DART is a non-profit, all volunteer organization which is funded completely by donations and grants.

The Department also takes advantage of Department of Motor Vehicles mailings to boat owners by including informational inserts with vessel registration materials. During this biennium the Department sent registration inserts on the topics of boating under the influence, carbon monoxide danger, boating rules of the road, and Cal Boating's free home study boating safety course.

The public information office develops and distributes public service announcements on boating safety issues. The PSAs are distributed to television stations statewide and are also available on the Department's Website.

More than 50 boating safety publications are available free to the public. Between 2002 and 2004, more than 2 million copies of these publications were distributed. The Department accepts paid advertisements to offset the costs of printing its Department's most widely distributed publication, the comprehensive *ABCs of the California Boating Law*. Cal Boating also publishes a series of Boating Trail Guides as part of its mandate under the Recreational Trails Act.

During this biennium, the Public Information Office prepared and distributed news releases concerning boating safety, new boating laws, Boating and Waterways Commission approval of boating facility loan and grant projects, safety events, and other relevant boating news.

LEGISLATION

The Department worked closely with State legislators, Senate and Assembly committee staff, representatives of boating organizations, and other State agencies on several important legislative issues. The following bills went into effect during this biennial period:

2003

AB 928 (Pacheco) – Vessel Theft.

Increases the punishment for any individual who takes any vessel, for the purpose of temporarily using or operating the same vessel. The maximum fine was increased from \$400 to \$1000 and the maximum term of imprisonment is increased from three months to one year.

AB 1555 (Nakano) – Motorboat Noise.

Replaces an awkward and unsafe protocol for measuring boating noise levels with more efficient testing techniques. Establishes a stationery test (SAE J2005) at idle speed and a shoreline test (SAE J1970) for measuring motorboat noise and sets maximum dB(A) levels. AB 1555 also extended motorboat noise law to include coastal waters within one mile of the coastline, rather than only inland waters.

2004

AB 2072 (Wyland) – Agua Hedionda Lagoon.

Transfers a provision of existing law relating to potential closures of the lagoon, because of efforts to eradicate *Caulerpa taxifolia* in the lagoon, to a new section of law. The bill also provides for a process that allows for the repeal of this new section upon a determination of the Department of Fish and Game.

AB 2222 (Koretz) – Carbon Monoxide.

Makes teak surfing, platform dragging, or bodysurfing behind a vessel that is underway

illegal. The bill makes it unlawful to occupy or hold onto the swim platform, swim deck, swim step, or swim ladder while the vessel is underway or idling, with exceptions. AB 2222 requires that all state approved and sponsored boating safety education courses include curriculum on the hazards of carbon monoxide. AB 2222 also requires that when a new or used motorized vessel is sold in California that an approved carbon monoxide warning sticker be placed on the helm and transom of the boat. Registration materials distributed by the Department of Motor Vehicles must include these stickers. AB 2222 requires the department to approve manufacturer carbon monoxide warning stickers.

AB 2566 (Nakano) – Boating Noise.

Transfers responsibility of adhering to motorboat noise laws from the operator to the registered or documented owner of the motorized recreational vessel.

AB 2665 (Leslie) – Marina Loans.

Makes various revisions to the Department's public small craft harbor and private marina loan programs. AB 2665 deletes language about the prohibition of exorbitant berthing rates to allow the public agency operating the marina to charge berthing charges that would be sufficient to ensure timely and complete repayment of the loan.

The bill allows the Department to use a greater percentage of budgeted funds towards any one private loan project, as well as allowing the department to issue a loan to a recreational marina for the purposes of refinancing an existing loan. The bill states that 30% of that refinancing loan must be used for construction. AB 2665 changes the term of a private loan repayment from twenty years from the date of the loan to twenty years from the first payment on the loan.

SB 136 (Figueroa) – Boating and Waterways Commission.

Establishes a termination date for the California Boating and Waterways Commission as part of the Joint Committee on Boards, Commissions and Consumer Protection sunset review process. SB 136 states that Harbors and Navigation Code section 80.2, which created the commission, would become inoperative on July 1, 2006 and as of January 1, 2007 would be repealed unless a later statute deletes or extends the sunset date.

During this biennial period, Cal Boating reviewed more than 389 environmental reports on construction projects on California waterways. Through this process, the Department provides recommendations for safety measures that assist in reducing fatalities and accidents.

The environmental unit also reviewed 119 Federal Energy Regulatory Commission documents on relicensing power projects on rivers and lakes, to recommend the inclusion of boating safety and access features.

REGULATIONS

Cal Boating is responsible for reviewing, updating, and adopting State boating regulations to enhance boating safety, to reflect changes in Federal boating law, to maintain uniformity among Federal and State laws, and to implement legislatively mandated programs.

Local government entities may also adopt certain boating regulations, or ordinances, for waterways in their areas. These ordinances can pertain only to time-of-day restrictions, speed zones, special-use areas, and sanitation and pollution control. Cal Boating works with local agencies in the development of their regulations and recommends model local ordinances to maintain uniformity among boating ordinances.

Cal Boating also may work with the Federal government in the development and administration of Federal laws and regulations as they relate to marine safety and navigation.

In-the-water construction projects can potentially create safety problems that could endanger the lives of boaters. Cal Boating, therefore, reviews environmental documents such as Environmental Impact Reports for impacts on boating safety.

A P P E N D I C E S

DEPARTMENT OF BOATING AND WATERWAYS HARBORS AND WATERCRAFT REVOLVING FUND FUND CONDITION

	2002-03	2003-04
BEGINNING RESERVES	66,228,000	47,164,000
Prior year adjustments	7,413,000	24,363,000
Reserves, Adjusted	73,641,000	71,527,000

REVENUES AND TRANSFERS

Receipts:		
Operating Revenues:		
Interest on public loans for small craft harbors	8,128,000	8,511,000
Interest on private loans	852,000	1,847,000
Boat registration fees	3,437,000	12,179,000
License fees and penalties	27,000	21,000
Interest from Surplus Money Investment Fund	4,704,000	3,459,000
Escheat of unclaim checks	1,000	1,000
Motor Vehicle Fuel Account	17,301,000	20,864,000
Public loan repayments	6,972,000	7,864,000
Public & private loan repayments	2,029,000	3,025,000
Miscellaneous revenues	25,000	9,000
Other	17,000	1,000
Totals, Operating Revenues	43,493,000	57,781,000

Transfers from Other Funds:		
Abandoned Watercraft Abatement Fund	0	(100)
Public Beach Restoration Fund	0	(4,500)
Totals, Transfers from Other Funds	0	4,600,000

Totals, Revenues and Transfers	43,493,000	53,181,000
TOTALS, RESOURCES	117,134,000	124,708,000

EXPENDITURES

Disbursements:		
Department of Motor Vehicles	2,036,000	4,446,000
Tahoe Regional Planning Agency	124,000	124,000
Department of Boating and Waterways		
State Operations:	14,241,000	14,486,000
Local Assistance:		
Loans - Public	19,298,000	20,219,000
Grants	13,535,000	14,693,000
Beach Erosion	2,313,000	997,000

Enforcement	8,100,000	8,100,000
Abatement		
Loan - Private Marina Program	3,211,000	1,291,000
Capital Outlay:	4,604,000	2,247,000
Department of Parks and Recreation		
State operations	638,000	685,000
Delta Protection Commission	128,000	156,000
Department of Food and Agriculture	989,000	1,148,000
State operations: Pro rata	455,000	2,000
Misc control accounts	298,000	2,000
TOTALS, EXPENDITURES	69,970,000	68,596,000
FUND BALANCE	47,164,000	56,112,000
Prudent reserve 2.5%	2,928,000	3,118,000

**Harbors and Watercraft Revolving Fund
Launching Facility Grants, in Progress
As of June 30, 2004**

County	Project	Authorized	Amount Advanced	Amount Balance
Alameda	Berkeley Marina	290,000	0	290,000
Alameda	Camanche Rsvr	1,060,000	0	1,060,000
Alameda	San Leandro Marina	184,000	0	184,000
Butte	West Bend/Riverbend Corridor	917,000	0	917,000
Contra Costa	Martinez Marina	855,000	50,556	804,444
Del Norte	Crescent City Harbor	825,000	0	825,000
El Dorado	El Dorado	449,000	3,843	445,157
El Dorado	Loon Lake	382,000	192,090	189,910
El Dorado	Stumpy Meadows	431,000	341,000	90,000
El Dorado	Sly Park	489,000	0	489,000
Fresno	Mendota Delta	1,162,000	0	1,162,000
Fresno	Mendota Delta	295,000	0	295,000
Fresno	Shaver Lake	720,000	60,000	660,000
Imperial	Salton Sea	1,800,000	51,775	1,748,225
Kern	Buena Vista	1,158,000	661,620	496,380
Kern	Evans Lake	819,000	629,303	189,697
Kern	Lake Ming	153,000	0	153,000
Lake	Lakeport (Clear Lake)	973,000	314,988	658,012
Lake	Redbud-Clear Lake	1,280,000	1,236,545	43,455
Lassen	Lake Almanor	1,072,000	0	1,072,000
Lassen	Eagle Lake	2,610,000	1,218,570	1,391,430
Lassen	Canyon Dam	660,000	0	660,000
Los Angeles	Long Beach	450,000	45,000	405,000
Marin	Miller Park-Tomales Bay	1,070,000	54,292	1,391,430
Marin	Black Point	782,000	0	782,000
Mariposa	Lake McClure	608,000	596,754	11,246
Monterey	Moss Landing	2,000,000	176,959	1,823,041
Monterey	Lake Nacimiento	2,153,000	917,066	1,235,934
Monterey	Lake Nacimiento	1,365,000	0	1,365,000
Monterey	Lake San Antonio	250,000	219,188	30,812
Napa	Cuttings Wharf	788,000	0	788,000
Nevada	Scotts Flat Rsvr	804,000	0	804,000
Placer	Tahoe Vista	944,000	0	944,000
Riverside	Lake Elsinore	817,000	0	817,000
Sacramento	Elkhorn	1,300,000	120,613	1,179,387
Sacramento	Fair Oaks	572,000	0	572,000
San Bernardino	Moabi Regional Park	1,273,000	156,801	1,116,199
San Bernardino	Jack Smith Park	1,674,000	97,195	1,576,805
San Diego	Barrett Reservoir	480,000	0	480,000

San Diego	El Capitan	648,000	246,856	383,144
San Diego	Hodges Reservoir	252,000	0	252,000
San Diego	Lower Otay	408,000	0	408,000
San Diego	Miramar	288,000	0	288,000
San Diego	Mission Bay	3,044,000	0	3,044,000
San Diego	Oceanside Harbor	3,478,000	2,927,159	550,841
San Diego	San Vicente	540,000	0	540,000
San Diego	Sutherland Reservoir	609,000	0	609,000
San Francisco	Pier 54	1,318,000	0	1,318,000
San Francisco	Pier 54	198,000	0	198,000
San Joaquin	Buckley Cove	1,028,000	0	1,028,000
San Joaquin	Louis Park	792,000	0	792,000
San Joaquin	Morelli Park	2,245,000	112,183	2,132,817
Santa Barbara	Lake Cachuma	1,674,000	74,340	1,599,660
Santa Barbara	Lake Cachuma	1,000,000	0	1,000,000
Santa Clara	Anderson Lake	3,360,000	175,303	3,184,697
Santa Clara	Alviso Marina	2,208,000	0	2,208,000
Santa Clara	South Harbor	2,164,000	111,000	2,053,000
Shasta	Lake Redding	700,000	400,000	300,000
Solano	Benicia-West Ninth Street	407,000	0	407,000
Sutter	Boyd Pump	171,000	116,189	54,811
Sutter	Boyd Pump	131,000	0	131,000
Sutter	Yuba City	148,000	0	148,000
Sutter	Camp Far West	1,558,000	1,219,455	338,545
Sutter	Tisdale	960,000	0	960,000
Tehema	Black Butte-Buckhorn	1,448,000	150,000	1,298,000
Tehema	Black Butte-Eagle Pass	869,000	91,000	778,000
Trinity	Shasta Lake	832,000	40,000	792,000
Trinity	Trinity Lake	1,800,000	120,000	1,680,000
Trinity	Trinity Lake	1,400,000	80,000	1,320,000
Tulare	Lake Kaweah	1,430,000	200,000	1,230,000
Tuolumne	Tulloch Resv	543,000	539,931	3,069
Ventura	Lake Casitas	914,247	850,581	63,666
Ventura	Lake Casitas	1,485,000	808,820	676,180
Ventura	Lake Piru	1,950,000	1,799,578	150,422
Ventura	Ventura Port District	468,000	0	468,000
Yuba	Cottage Creek	845,000	0	845,000
Statewide	Floating Restrooms	2,500	0	2,500
Statewide	Ramp Repairs	1,546,500	24,565	1,521,935
Statewide	Vessel Pumpouts	1,209,690	26,672	1,183,018
Total		\$81,985,937	\$17,275,790	\$64,452,135

**Harbors and Watercraft Revolving Fund
Planning Loans, Outstanding
As of June 30, 2004**

County	Project	Authorized Loan Amount	Disbursed Loan Amount	Loan Balance Outstanding
San Francisco	San Francisco	200,000	0	0
San Joaquin	Stockton Waterfront	280,000	255,527	254,225
Solano	Rio Vista Marina	120,000	119,201	27,873
Total		\$600,000	\$374,728	\$282,098

**Harbors and Watercraft Revolving Fund
Construction Loans, Outstanding
As of June 30, 2004**

County	Project	Authorized Loan Amount	Disbursed Loan Amount	Loan Balance Outstanding
Alameda	Berkeley	250,000	\$250,000	17,875
Alameda	Berkeley	2,000,000	2,000,000	1,556,156
Alameda	Berkeley	7,000,000	0	0
Alameda	Diesel Street	1,500,000	1,500,000	783,700
Alameda	Diesel Street	1,000,000	1,000,000	805,913
Alameda	Diesel Street	600,000	370,000	306,769
Alameda	Jack London Square	7,176,000	7,176,000	6,975,666
Alameda	Oakland	1,000,000	1,000,000	117,742
Alameda	Oakland	1,450,000	1,450,000	252,039
Alameda	Oakland	800,000	800,000	234,331
Alameda	Oakland	750,000	750,000	262,431
Alameda	San Leandro	3,000,000	3,000,000	2,218,356
Alameda	San Leandro	800,000	800,000	634,125
Alameda	San Leandro	500,000	401,818	335,031
Alameda	San Leandro	500,000	403,656	350,429
Alameda	San Leandro	500,000	0	0
Contra Costa	Antioch Marina	2,000,000	2,000,000	1,196,605
Contra Costa	Antioch Marina	3,000,000	3,000,000	2,106,012
Contra Costa	Antioch Marina	500,000	500,000	380,921
Contra Costa	Antioch Marina	1,000,000	715,198	567,932
Contra Costa	Martinez	120,000	120,000	260,065
Contra Costa	Martinez	1,180,000	1,180,000	2,346,100
Contra Costa	Martinez	450,000	450,000	302,829
Contra Costa	Martinez	175,000	175,000	150,812
Contra Costa	Martinez	300,000	300,000	353,768
Contra Costa	Martinez	750,000	750,000	939,125
Contra Costa	Martinez	2,973,000	0	0

Contra Costa	Pittsburg	1,700,000	1,700,000	710,967
Contra Costa	Pittsburg	1,100,000	1,100,000	521,388
Contra Costa	Pittsburg	1,750,000	1,750,000	2,033,330
Contra Costa	Pittsburg	4,750,000	4,750,000	5,124,374
Contra Costa	Pittsburg	800,000	800,000	676,982
Contra Costa	Richmond	1,500,000	1,460,394	710,862
Contra Costa	Richmond	2,500,000	2,465,472	2,077,720
Contra Costa	Richmond	75,000	75,000	77,083
Contra Costa	Richmond	3,100,000	704,778	661,303
Del Norte	Crescent City	750,000	750,000	189,276
Del Norte	Crescent City	250,000	250,000	72,996
Del Norte	Crescent City	250,000	250,000	84,013
Del Norte	Crescent City	250,000	250,000	238,430
Del Norte	Crescent City	100,000	100,000	94,849
Del Norte	Crescent City	100,000	100,000	96,746
Humboldt	Eureka	2,750,000	2,750,000	2,584,293
Humboldt	Humboldt Bay	1,000,000	1,000,000	254,873
Humboldt	Woodley Island	1,000,000	1,000,000	638,799
Humboldt	Woodley Island	1,188,000	1,188,000	814,733
Humboldt	Woodley Island	200,000	91,685	84,304
Los Angeles	Avalon	500,000	500,000	239,266
Los Angeles	Avalon	70,000	70,000	25,794
Los Angeles	Avalon	900,000	900,000	627,858
Los Angeles	Avalon	850,000	850,000	682,846
Los Angeles	Avalon	170,000	145,715	72,219
Los Angeles	Cabrillo Beach	4,000,000	4,000,000	2,373,015
Los Angeles	Cabrillo Beach	4,000,000	4,000,000	2,495,277
Los Angeles	Cabrillo Beach	11,866,000	0	0
Los Angeles	Long Beach, Dwtn Shoreling	3,900,000	3,900,000	2,009,433
Los Angeles	Long Beach, Dwtn Shoreling	3,500,000	3,500,000	2,183,726
Los Angeles	Long Beach, Dwtn Shoreling	600,000	600,000	363,604
Los Angeles	Alamitos Bay	8,250,000	0	0
Los Angeles	Alamitos Bay	1,250,000	0-	0
Los Angeles	Long Beach	1,238,000	1,238,000	378,293
Los Angeles	Long Beach	1,300,000	1,300,000	520,479
Los Angeles	Long Beach	1,400,000	1,150,585	1,068,222
Los Angeles	Long Beach	2,643,456	1,643,456	1,574,924
Los Angeles	Long Beach	700,000	700,000	656,937
Los Angeles	Long Beach	16,718,000	93,223	89,484
Los Angeles	Marina Del Rey	3,727,000	3,500,000	2,933,121
Los Angeles	Marina Del Rey	6,000,000	6,000,000	5,975,460
Los Angeles	Marina Del Rey	600,000	600,000	632,276
Los Angeles	Marina Del Rey	3,500,000	3,500,000	3,594,739
Los Angeles	Marina Del Rey	9,673,000	9,400,000	9,034,465
Los Angeles	Redondo Beach, King Harbor	2,000,000	2,000,000	1,464,392

Los Angeles	Redondo Beach, King Harbor	4,500,000	4,215,190	3,382,107
Marin	Sausalito	1,200,000	1,200,000	994,622
Marin	Sausalito	1,600,000	0	0
Mariposa	McClure Point	767,000	0	0
Mendocino	Noyo	650,000	650,000	438,661
Mendocino	Noyo	25,000	25,000	17,861
Monterey	Monterey	250,000	250,000	29,909
Monterey	Monterey	800,000	800,000	194,491
Monterey	Monterey	300,000	230,239	112,595
Monterey	Monterey	1,000,000	1,000,000	614,054
Monterey	Monterey	3,500,000	3,500,000	3,017,250
Monterey	Monterey	1,500,000	1,500,000	1,343,893
Monterey	Moss Landing	950,000	950,000	774,066
Monterey	Moss Landing	250,000	250,000	215,020
Monterey	Moss Landing	400,000	400,000	343,990
Monterey	Moss Landing	1,250,000	173,336	148,888
Orange	Balboa Yacht Basin	2,500,000	2,500,000	1,460,215
Orange	Balboa Yacht Basin	800,000	712,733	478,917
Sacramento	Sacramento Boat Harbor	2,000,000	2,000,000	1,802,278
Sacramento	Sacramento Boat Harbor	3,000,000	3,000,000	2,703,045
Sacramento	Sacramento Boat Harbor	1,650,000	1,650,000	1,344,648
Sacramento	Sacramento Boat Harbor	1,000,000	1,000,000	859,689
Sacramento	Sacramento Boat Harbor	1,380,000	1,380,000	1,101,860
Sacramento	Sacramento Boat Harbor	850,000	0	0
San Diego	Oceanside	900,000	900,000	588,057
San Diego	Oceanside	4,000,000	3,596,433	2,359,202
San Diego	Oceanside	2,000,000	1,913,000	1,509,483
San Diego	Port of San Diego	11,000,000	0	0
San Francisco	Fisherman's Wharf	3,500,000	3,500,000	3,436,574
San Francisco	San Francisco	600,000	520,320	41,289
San Francisco	San Francisco	7,300,000	0	0
San Francisco	South Beach	4,500,000	4,500,000	4,951,948
San Francisco	South Beach	3,100,000	3,100,000	3,561,943
San Francisco	South Beach	400,000	400,000	416,717
San Joaquin	Stockton	13,300,000	0	0
San Luis Obispo	Morro Bay	2,000,000	1,928,611	1,639,873
San Luis Obispo	Port San Luis	500,000	500,000	89,352
San Mateo	Coyote Point	550,000	550,000	69,397
San Mateo	Coyote Point	650,000	650,000	119,048
San Mateo	Coyote Point	550,000	550,000	168,982
San Mateo	Coyote Point	500,000	500,000	254,367
San Mateo	Coyote Point	1,200,000	859,940	819,989
San Mateo	Oyster Point	1,200,000	1,200,000	939,339
San Mateo	Oyster Point	2,000,000	2,000,000	1,721,775
San Mateo	Oyster Point	150,000	150,000	137,141

San Mateo	Oyster Point	850,000	850,000	847,957
San Mateo	Oyster Point	1,800,000	1,800,000	1,803,510
San Mateo	Oyster Point	1,000,000	1,000,000	1,128,528
San Mateo	Oyster Point	497,000	497,000	493,114
San Mateo	Oyster Point	1,000,000	1,000,000	1,005,194
San Mateo	Oyster Point	3,000,000	3,000,000	3,153,731
San Mateo	Oyster Point	1,300,000	1,300,000	1,509,947
San Mateo	Oyster Point	300,000	300,000	371,914
San Mateo	Oyster Point	550,000	309,666	395,197
San Mateo	Pillar Point	3,100,000	3,100,000	3,060,728
San Mateo	Pillar Point	500,000	500,000	469,587
San Mateo	Pillar Point	500,000	500,000	473,153
San Mateo	Pillar Point	2,000,000	2,000,000	2,003,957
San Mateo	Pillar Point	1,000,000	0	0
San Mateo	Pillar Point	500,000	0	0
San Mateo	Redwood City	880,000	880,000	697,992
Santa Cruz	Santa Cruz	700,000	700,000	437,582
Santa Cruz	Santa Cruz	600,000	600,000	426,941
Santa Cruz	Santa Cruz	700,000	700,000	507,586
Santa Cruz	Santa Cruz	1,600,000	1,600,000	1,333,272
Santa Cruz	Santa Cruz	500,000	500,000	491,172
Santa Cruz	Santa Cruz	590,000	590,000	587,085
Santa Cruz	Santa Cruz	1,010,000	1,010,000	958,527
Santa Cruz	Santa Cruz	1,754,000	1,754,000	1,741,531
Santa Cruz	Santa Cruz	1,000,000	185,000	315,810
Solano	Benicia	500,000	500,000	455,760
Solano	Benicia	2,850,000	2,850,000	2,650,603
Solano	Benicia	1,450,000	1,450,000	1,317,420
Solano	Benicia	400,000	177,605	91,916
Solano	Suisun City	5,595,000	5,595,000	5,873,187
Solano	Suisun City	1,700,000	1,700,000	1,671,283
Sonoma	Petaluma	3,960,000	3,792,314	4,402,939
Sonoma	Spud Point	200,000	200,000	292,020
Sonoma	Spud Point	1,400,000	1,400,000	2,784,621
Sonoma	Spud Point	3,200,000	3,200,000	6,497,815
Sonoma	Spud Point	1,400,000	1,183,906	2,341,295
Ventura	Channel Islands	1,370,000	1,272,940	150,089
Ventura	Channel Islands	600,000	600,000	237,424
Ventura	Channel Islands	2,000,000	2,000,000	894,198
Ventura	Channel Islands	700,000	700,000	320,396
Ventura	Channel Islands	500,000	500,000	231,853
Ventura	Channel Islands	5,000,000	184,467	182,121
Ventura	Ventura	4,925,000	4,014,935	3,919,690
Ventura	Ventura	1,500,000	0	0
TOTAL		\$313,960,654	\$212,919,616	\$182,929,065

HARBORS AND WATERCRAFT REVOLVING FUND**Private Recreational Marina****Construction Loans, Outstanding****As of June 30, 2004**

Project	Authorized Loan Amount	Disbursed Loan Amount	Loan Balance Outstanding
Bidwell Canyon, Butte			
Funtime Fulltime, Inc.	1,100,000	371,119	561,463
BreakwaterCove Marina			
Monterey Bay Boatworks Co.	265,000	133,521	133,521
Cerritos Bahia Marina, Los Angeles	950,000	950,000	333,288
Cerritos Bahia Marina, Los Angeles			
Cerrito Bahia Marina	350,000	319,651	214,230
Fortmann Marina, San Mateo	900,000	449,663	384,639
Fortmann Marina, San Mateo			
Fortmann Basin, LP	235,000	137,921	142,166
French Gulch Marina, Kern			
R. Klievoneit	211,000	211,000	204,890
Glenn Cove, Contra Costa			
Western Waterways, Inc.	400,000	359,883	298,039
Holland Riverside Marina, Contra Costa			
Western Waterways, Inc.	100,000	100,000	21,984
Jones Valley, Shasta			
Shasta Lake Resort	480,000	480,000	323,077
Mariner Square Marina			
Mariner Square and Assoc.	2,882,000	2,882,000	3,110,576
Markley Cove, Napa			
Mr. & Mrs. John Frazier	400,000	400,000	255,769
Mason Marina, Sonoma			
Mason Marina	490,000	490,000	256,863
New Melones Lake Marina, Calaveras	262,000	262,000	231,615
New Melones Lake Marina, Calaveras	506,000	300,899	295,263
New Melones Lake Marina			
	529,000	529,000	484,831
Orwood Resort			
Orwood Resort	1,071,000	52,441	52,665
Mr. & Mrs. John Caprio	783,000	783,000	862,653
Orwood Resort			
Pier 38	1,465,000	1,465,000	1,924,230
The Pier 38 Maritime Recreation Center, Inc.	415,000	415,000	326,305
Lake San Antonio Resort, Monterey			
Lake San Antonio Resort, Monterey	85,000	85,000	65,150
Lake San Antonio Resort, Inc.			
Sausalito Marine, Marin	140,000	90,450	95,357
Zack's Inc.			

Shelter Cove, San Diego	2,818,000	2,691,126	1,845,365
Shelter Cove Marina			
Sierra Boat, Placer	400,000	400,000	232,360
Sierra Boat Co.			
Silverwood Lake Resort	450,000	450,000	517,312
Pyramid Enterprises			
Snug Harbor	450,000	333,595	333,514
Snug Harbor Resorts, LLC			
Lake Sonoma Resort, Sonoma	100,000	100,000	41,733
Lake Sonoma Resort			
Sugarloaf Marina	725,000	725,000	712,211
Shasta Lake Resorts			
Sun Harbot	3,165,500	809,657	809,657
Sun Harbor Marina			
Tiki Lagoon, San Joaquin	257,000	257,000	288,662
Horst Hanf			
Tiki Lagoon, San Joaquin	1,600,000	1,600,000	2,281,165
Tiki Lagoon, LP			
Lake Tulloch R.V. Campground, Toulumne	110,000	109,103	93,494
Lake Tulloch R.V. Camp	600,000	600,000	698,989
Vollman Clark Ranch Marina, Sacramento	40,000	40,000	44,675
Vollman Clark Ranch Marina, Sacramento	145,000	145,000	122,837
Vollman-Clark Ranch, GP	270,000	269,980	525,999
Willowest Harbor Marina, Contra Costa			
Willowest Harbor Marina, Contra Costa	114,000	113,989	176,358
Robert & Jean Butler			
TOTAL	\$25,263,500	\$21,251,415	\$19,302,903

**Small Craft Harbor Bond Fund
Construction Loans, Outstanding
As of June 30, 2004**

County	Project	Authorized Loan Amount	Disbursed Loan Amount	Loan Balance Outstanding
Monterey	Monterey	25,000	25,000	53,008
Total		\$25,000	\$25,000	\$3,008

**YACHT & SHIP BROKERS' LICENSING
Statement of Operations
July 1, 2002 to June 30, 2004**

	2002-03	2003-04
RECEIPTS		
Fees & Licenses	\$73,225	\$144,999
Fines and civil penalties	26,506	6,500
Total Receipts	\$99,731	\$112,150
EXPENDITURES		
Personal Services	\$116,709	\$134,962
Operating Expense & Equipment	233,393	235,848
Total Expenditures	\$350,102	\$370,810